

IN THE CLAIMS

1. (Currently Amended) A horizontally opposed four-stroke internal combustion engine comprising:

a cylinder block having at least one cylinder bore horizontally extended to both ends thereof;

at least one piston inserted within the at least one cylinder bore, each of the at least one cylinder bores being divided into two combustion chambers, wherein each of the combustion chambers is covered with a cylinder head on which at least one intake valve, at least one exhaust valve, and a spark plug are mounted and the at least one intake valve and the at least one exhaust valve being disposed such that operational directions thereof are identical to each other; and

a pair of crankshafts respectively disposed at both ends of the cylinder block and driven by the at least one piston reciprocating in the at least one cylinder bore, wherein each end of the piston is respectively connected to one of the pair of crankshafts with a connecting rod.

2. (Canceled)

3. (Currently Amended) The engine of claim 1 2, wherein a hole is formed through the cylinder head such that the both ends of the piston are extended through the hole.

4. (Original) The engine of claim 3, wherein a piston ring is interposed between the hole and the end of the piston.

5. (Canceled)

6. (Currently Amended) The engine of claim 1 5, further comprising:
at least one valve for each of intake and exhaust for each of the combustion chambers; and

at least one cam shaft for driving the at least one valve,
wherein the cam shaft is driven by the crankshaft through gears.

7. (Original) The engine of claim 6, wherein the two combustion chambers

formed by being divided by the piston include a first combustion chamber and a second combustion chamber,

wherein the relationship between the four strokes in the two combustion chambers is as shown in the table below:

	1 st stroke	2 nd stroke	3 rd stroke	4 th stroke
1 st combustion chamber	Intake	Comp.	Ignition	Exhaust
2 nd combustion chamber	Comp.	Ignition	Exhaust	Intake

8. (Currently Amended) An internal combustion engine, comprising:
a cylinder block defining an engine cylinder having two ends; and
a piston configured and dimensioned to be disposed within said engine cylinder;
wherein said piston reciprocates within said engine cylinder and interacts with each said end of said engine cylinder, each end further comprises intake and exhaust valves, the intake and exhaust valves being disposed such that operational directions thereof are identical to each other, and said piston is coupled through each said end to crankshafts.

9. (Canceled)

10. (Original) The engine of claim 8, wherein said piston is coupled through said end to a crankshaft.

11. (Canceled)

12. (Original) The engine of claim 8, further comprising a spark plug disposed near each end.

13. (Currently Amended) An internal combustion engine, comprising:
a cylinder block defining an engine cylinder having two substantially closed ends, wherein each end further comprises intake and exhaust valves and the intake and exhaust

valves being disposed such that operational directions thereof are identical to each other; and
a piston configured and dimensioned to be disposed within said engine cylinder;
wherein said piston compresses gaseous matter towards each end upon reciprocating
toward each end and said piston is coupled through each said end to crankshafts.

14. (Canceled)

15. (Original) The engine of claim 13, wherein said piston is coupled through
said end to a crankshaft.

16. (Canceled)

17. (Original) The engine of claim 13, further comprising a spark plug disposed
near each end.